

CLAIMS

1. An ignition timing controller of an internal combustion engine equipped with an injector for in-cylinder
5 injection and an injector for intake passage injection, comprising:

transitional retard control means for correcting ignition timing for retard to prevent knocking during transitional operation of the engine,

10 wherein a control amount by said transitional retard control means depends on a ratio of an amount of fuel injection from the injector for in-cylinder injection to an amount of fuel injection from the injector for intake passage injection.

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2. The ignition timing controller of the internal combustion engine according to claim 1, wherein the control amount by said transitional retard control means is an initial value of a retard correction amount.

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3. The ignition timing controller of the internal combustion engine according to claim 1, wherein the control amount by said transitional retard control means is an attenuation rate of a retard correction amount.

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4. An ignition timing controller of an internal combustion engine equipped with an injector for in-cylinder

injection and an injector for intake passage injection,
comprising:

transitional retard control means for correcting
ignition timing for retard to prevent knocking during
5 transitional operation of the engine,

wherein a condition for performing control by said
transitional retard control means depends on a ratio of
an amount of fuel injection from the injector for in-cylinder
injection to an amount of fuel injection from the injector
10 for intake passage injection.